

Amendments of the Claims:

A detailed listing of all claims in the application is presented below. This listing of claims will replace all prior versions, and listings, of claims in the application. All claims being currently amended are submitted with markings to indicate the changes that have been made relative to immediate prior version of the claims. The changes in any amended claim are being shown by strikethrough (for deleted matter) or underlined (for added matter).

1. (Currently Amended) A variable camshaft timing device for an internal combustion engine having at least one camshaft comprising:

a vane-type rotor having at least one lobe secured to the camshaft for rotation therewith, the rotor being non-oscillatable with respect to the camshaft;

an annular housing surrounding the rotor and having a first annular array of teeth and at least one recess, ~~the at least one recess~~ having a circumferential extent greater than the circumferential extent of the at least one lobe and receiving the at least one lobe, the annular housing being rotatable with the camshaft and the rotor, and being oscillatable with respect to the camshaft and the rotor;

a locking means reactive to engine oil pressure for preventing relative circumferential motion between the housing and the rotor at one of a plurality of relative circumferential position of the housing and the rotor during periods of low engine oil pressure, the locking means comprising an annular locking plate having a second annular array of teeth in engagement with the first annular array of teeth in a first position of the annular locking plate to prevent relative motion between the housing and the rotor and being out of engagement with the first annular array of teeth in a second position of the annular locking plate to permit relative circumferential motion between the annular housing and the rotor, and

at least one metallic strap having an end secured to the annular housing and an opposed end secured to the rotor for urging the locking means to the first

position in into locking engagement with the rotor during periods of low engine oil pressure.

2. (Cancel)

3. (Currently Amended) The variable camshaft timing system of claim 2 1, wherein the annular locking plate is positioned relative to a longitudinal central axis of the camshaft and is moveable along the longitudinal central axis of the camshaft between the first position and the second position.

4. (Original) The variable camshaft timing system of claim 3, wherein the at least one metallic strap comprises at least three circumferentially spaced apart metallic straps, each of the metallic straps having an end secured to the locking plate and an opposed end secured to the rotor.

5. (Currently Amended) The variable ~~cam-shaft~~ camshaft timing system of claim 1, wherein the rotor comprises at least three circumferentially spaced apart vanes, and wherein the annular housing comprises a like number of circumferentially spaced apart recesses.